

ARRA Newsletter

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ARRA NEWSLETTER/2003 No. 1

President's Message

Mike Polak, ARRA President
E.J. Breneman, Inc.



If recent weeks are any gauge of the rest of our winter, I can only say that I certainly am looking forward to ARRA's Annual General Meeting, in warm and sunny Fort Lauderdale, Florida, in mid-February (see details on this elsewhere in this newsletter). As I write this, the East Coast is in the middle of an ice and snow "event" that promises to continue on through Spring. This said, I do hope my letter finds you all well and in good spirits, and that this past construction season was one you can look back upon and say, "2002! Now, that was a good year!"

I spent a day in Washington, DC, recently, with Fred Miller, ARRA's editor and staff assistant at our Annapolis headquarters. We attended the federal government-sponsored "America Recycles" Days exhibition, capitalizing on an opportunity to show that recycling isn't just a bunch of cans and bottles and newspapers. Naturally, we took along the ARRA trade show display booth, distributed your Association literature, and hopefully made some good contacts that will yield benefits down the road. It's important that we all understand the nature of our promotional efforts: although we're rarely able to gauge the immediate effects of this type of promotion, we do know that in total, the more creative marketing noise we make, and the longer we do it, the more people will hear our message. And

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Save These Dates In the First Quarter of 2003 !!



The New Year is filling up fast. Two important events to nail down now:

ARRA's 27th Annual Meeting is set for February 19 – 22, 2003, in warm and sunny Fort Lauderdale, Florida! Do whatever it takes to get this on your calendar NOW, and come benefit from a jam-packed learning experience in the (cold) winter off-season. Just do it. Info available from ARRA headquarters, and on the website: www.arra.org

And while you've got the travel agent on the phone...

A month after the Annual Meeting, **World of Asphalt** is coming to Nashville! ARRA reps will speak on asphalt recycling & reclamation, and man the ARRA booth, at this great trade show and conference, **March 17 – 20, 2003**. Mark your calendar now, and plan to attend. To request more information, call 800-355-6635 or send e-mail to info@worldofasphalt.com

ARRA 2002 President's Award Honors Charlie Valentine

Charles R. Valentine, ARRA Past President, has been posthumously named as recipient of the 2002 Richard E. Lowell ARRA President's Award, a distinguished recognition made at the discretion of the President of the Association "to an individual who has advanced the goals of ARRA, promoting growth and technological advances of the industry." A profoundly influential figure, both in the industry and in this Association, Valentine died in July, 2002, at the age of 77. He founded Valentine Surfacing Co. in 1978, became ARRA President in 1991, and by example and leadership, helped build the Asphalt Recycling industry. A full obituary and appreciation appeared on the front page of ARRA newsletter 2002 No. 2, published a few months ago. ■

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NOTE: For more specific committee information, contact ARRA headquarters at (410) 267-0023.

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The Association does not endorse products, services or manufacturers. Trade or manufacturers' names appear herein solely within context and because they are considered essential to the object of the article or reference.



An Editorial About An Editorial

By Fred Miller, ARRA Editor

You're about to read a most significant document. In the reprinted editorial that follows, penned by Roads & Bridges editor Bill Wilson, some fascinating statistics are woven in along with references to ARRA's own phenomenally successful Basic Asphalt Recycling Manual (BARM), and to the groundbreaking new Recycled Materials Policy released last year by the Federal Highway Administration.

Most of what you will read in this piece is already perfectly logical and intuitive, if you're in any way affiliated with the Asphalt Recycling industry. What makes it special, though – and potentially very useful, if you will read between the lines — is that so much of what we do, and stand for, is already perfectly understood by those inside this business, while often appearing to be a totally foreign concept to those on the outside.

We can't think of a better way to spread the word to those who need it most, than to make sure everyone you talk business with has an opportunity to read Bill Wilson's thoughts. Steer them to the Roads & Bridges website (www.roadbridges.com) and, ahem, ARRA's (www.arra.org). Make sure you find ways to distribute copies of the BARM and other ARRA literature to sales prospects – those who are primed and ready and those who could use a little convincing – and get out there to do a little preaching, yourself.

There's a fresh, exciting groundswell of acceptance and support on the horizon. Agencies and publishers and others are beginning to recognize the indisputable economics of the Recycling disciplines that ARRA represents, and are responding. Now it's your turn. Borrowing here from the theme of our February (19th – 22nd) Annual Meeting being held in Ft. Lauderdale, "Catch The Wave." Go out and throw your weight behind it. See you in Florida.

Do Not Throw Out

By Bill Wilson, Editor, Roads & Bridges

Reprinted from the October, 2002, Roads & Bridges magazine. This issue of the publication contains a special feature section entitled Recycling 2002. You can read the content on www.roadbridges.com, and we recommend that you take the time to do so.

Here's a knock-knock joke for you: You're sitting at home one night when the folks at Coca-Cola arrive at your doorstep. They tell you they're here to collect any empty cans or bottles bearing the company's name. Now that's funny.

Yet ask any consumer what are the top products recycled in this country and they'll list three: aluminum cans, bottles and newspaper. That's funny, because all over the U.S. community recycling programs do not cater to anyone. No, there aren't any "Coke people" out there willing to do all the work for you. In Chicago, one has to go out and pick up special blue recycling bags. So instead of just rinsing out my empty cans and bottles, tossing them into a reusable container and lugging them out to the curb—such as the process in my hometown of Naperville, Ill.—I must drive myself around the bowels of the city looking for these blue bags. Oh, and when I run out I have to do it all over again. Hey, can't we recycle the blue bags, too? Is it so much to ask for the recycling haulers to dump the contents in the truck and return the empty bag to me?

When you depend on people, whether they live in Naperville, Chicago, Boston or Los Angeles, to lift another finger and break away from their routines, chances are the results will not be out-of-this-clean-world.

The road paving business, on the other hand, is at your service. They'll set up a work zone for you, haul in a milling machine or an excavator with a concrete breaker for you, operate the heavy machinery for you and haul it away for you.

Over 80% of the asphalt out there is recycled—considerably more than cans, bottles and newspaper—and I would guess less than 5% of the motorists out there notice it. Every time I'm in the car with someone who's a little light on the highway construction knowledge there usually is a lesson to be shared the second we hit freshly milled pavement. The school bell usually rings with the

simple question, "Why is the road this way?" I then fire off an explanation worthy of a shiny apple, telling them how a machine chews off an inch or two of the surface and the material is trucked back to be recycled. Anything spoken in Earth Day language is good these days, so I have yet to run into anyone who isn't satisfied with my recycling rhetoric.

Pavement recycling is taking up more and more miles as the interstates, state routes and local roads continue to fight a quick aging process. The Federal Highway Administration recognized the importance of this process by releasing its recycled materials policy. In it, the FHWA noted how the National Highway System—160,000 miles strong—is "in need of major rehabilitation or total reconstruction, and much of the materials used to build the system can be recycled for use in new construction."

FHWA believes recycling can offer engineering, economic and environmental benefits and recycled materials should get first consideration in materials selection. The federal branch also has developed a recycling "team of champions" that will serve as points of contact for recycling technology. It's currently partnering with the Recycled Materials Resource Center, the American Association of State Highway & Transportation Officials, state highway agency recycling coordinators and state solid waste management regulators.

But those in the roadbuilding industry really don't need high-ranking officials running this business. The go-getters are everywhere. Over 6,000 Basic Asphalt Recycling Manuals (BARM) have been distributed since its debut in January. According to the Asphalt Recycling & Reclaiming Association, the BARM "is the definitive reference for those seeking more information about the technology of (the recycling) industry. The National Highway Institute also has decided to use the BARM as the basis for its new recycling course curriculum.

Now is the time for the recycling industry to shine its helmet and lead a major victory. Just don't forget to take a blue bag for all those empty cans and bottles found along the way. ■

NOTES FROM HEADQUARTERS . . .

In this issue, if you read nothing else, don't miss the calendar notes on the front page, and elsewhere in the newsletter! This is the time of year to start putting important items on your 2003 calendar and start nailing down some dates. There's a bang-up **27th Annual Meeting coming up (February 19th – 22nd) in (warm, sunny) Ft. Lauderdale**, Florida, and the program promises to make attendance **very** worthwhile. That same month, note that World of Asphalt is in Nashville, and NACE meets in Biloxi. As always, calendar items are noted on ARRA's website.

In case you missed them, recently published articles of special interest to ARRA members include: ARRA President Mike Polak was published in the August, 2002, issue of **Asphalt Contractor** magazine, in the publication's **Pavement Preservation Report**, in a piece titled **Oil Situation Fuels Preservation**. Polak again makes a strong case for preservation, and the by now nearly synonymous concepts of recycling and reclamation. This is how the word gets out, and we can't say it enough... There's mention near the front of **this ARRA newsletter**, via Roads & Bridges Editor Bill Wilson's column in the October, 2002, issue of **Roads & Bridges**, but don't miss their special **Recycling 2002** section, beginning on page 17 of that publication. The segment includes a piece on CIR we frankly wish every agency would read. Do you know a way to get a copy into the right hands? The same section contains a state-by-state breakdown of recycling specs. In the Corporate Profiles section of that issue, ARRA members Kennametal, Koch Pavement Solutions, and Roadtec are featured. Also see **Chew it up and spit it out**, in the same issue... and in **Construction Bulletin's** October 18th issue, a piece that's squibbed, **"Few Americans realize that the best recycler in the nation is the asphalt pavement industry.."**

The October, 2002, issue of **Asphalt Contractor** runs a worthy item on training your people. Got quality problems? Productivity issues? "Tis a poor craftsman who blames his tools." Rather, look to your management practices, and how well trained your workforce... see the 2002-2003 Training Directory, immediately following. The November, 2002, issue of **Asphalt Contractor** has a piece on horizontal shaft impactor maintenance, with a tear-out maintenance checklist.. tis the season, you know... And in same issue, within the Pavement Preservation Report section, a **convincing letter from ARRA President Mike Polak**, subtitled **Recycle Our Roadways...** Immediately following, see Editor Sandy Lender's article on **best practices for pavement maintenance**.

In the September, 2002, issue of **Better Roads**, **The High Stakes Campaign for a New Transportation Act** explores what to expect and what must occur in the next 12 months, as TEA-21 – the Transportation Equity Act for the 21st Century – draws ever closer to expiration. This surface transportation law that was passed in 1998 "will set the future course of the nation's transportation system and have a significant impact on the highway construction industry..."

And with TEA-21 looming ever larger on the calendar... In September, the American Highway Users Alliance (AHUA) sponsored a seminar focusing on state and local benefits of federal investment in highways, and featuring Governors Mike Johanns of Nebraska and Bill Graves of Kansas. Johanns heads the National Governors' Association committee on reauthorization of TEA-21. For details, see www.highways.org

Here is your opportunity to provide the federal government with your feedback on the TEA-21 Reauthorization: go to the FHWA website, at <http://www.fhwa.dot.gov/reauthorization/> Congressional hearings begin in February, 2003. Make sure your opinions are heard, and do it soon. What is your opinion likely to be? Try something like the following: "Federal transportation investment needs to be increased significantly to meet America's growing needs for safer roads, better mobility, and improved air quality." You might choose to include a simple note about the strong positive economics of reusing asphalt, while you've got their attention. That number again? [http://www.fhwa.dot.gov/reauthorization/...](http://www.fhwa.dot.gov/reauthorization/)

News from American Road & Transportation Builder's Association www.artba.com has a variety of interesting and useful, downloadable, **and free of charge** items, including "Cost Analysis: The Real Cost of Cutting Federal Highway Investment to \$27.7 for FY 2003, available in PDF format; **ARTBA'S testimony** on America's Transportation Investment Needs (PDF format 181k); **webcasts** of ARTBA statements before the Congress and subcommittees, focusing on **TEA-21 Reauthorization**; an available 10-hour training course on **OSHA** topics; **Theft Prevention**; a transportation exhibit on the Smithsonian Institution's "America on the Move."

EPA offers a new publication, **Opening Doors for America's Small Businesses**, a guide to the resources available in that category. Featuring more than a dozen programs, it includes examples of how EPA is helping small businesses meet their environmental responsibilities. For more information, contact the National Small Business Hotline 800-368-5888 www.epa.gov/sbo

Repeating.. The **Transportation Research Board** has moved. TRB now resides at 500 Fifth St., NW, Washington DC 20001. Tel. (202) 334-2934 Fax: (202) 334-2003 <http://www.nationalacademies.org/trb/> ■



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ARRA Member Gets the Word Out

As an editorial policy, we don't normally run stories highlighting the promotional literature of individual members, for good and obvious reasons. But here's a case study that you might just find useful in your own marketing program.

ARRA member BLS Enterprises (Barry Stoughton, President) has published so exemplary a newsletter/handout (which item glowingly mentions the support and benefit of ARRA membership), that we choose to illuminate his efforts, if only to suggest to fellow ARRA members what a good concept Barry has developed.

In hand is a 12-page, full color, 8-1/2 by 11-inch newsletter that includes editorials, job stories with stats, imaginative photo and layout techniques, raised throughout with dispersed red fonts and yellow highlights that fairly jump off the pages.

He's included a trade show attendance schedule, equipment compatibility listings, personnel, the obligatory website address and contact info, and a back page with tear-out pieces including postage-paid mail-back card and a business card. The package includes every possible way of grabbing a prospect's attention, making the case, then offering umpteen ways to get in touch.

And on an outside cover, ARRA's new logo appears. THIS is the way to do it. For more information, contact Barry: bls@tufpads.com ■

ARRA to Perform in Nashville

World of Asphalt – March 17th – 20th

ARRA will exhibit at the World of Asphalt 2003 Show and Conference, to be held in Nashville, TN, March 17th – 20th, at the Nashville Convention Center. (Exhibits and trade show run March 18th – 20th). ARRA representatives will have significant speaking time on the program, an excellent opportunity to spread the word about Recycling and Reclaiming! This event is a "must-attend" for all involved in our industry.

To request information on World of Asphalt, call 800-355-6635 or send e-mail to info@worldofasphalt.com Website: www.worldofasphalt.com

As always, see the ARRA website or contact ARRA headquarters for more information.

www.arra.com 410-267-0023 ■

ARRA Semi-Annual Meeting Wraps in Vegas

Another Educational Session for ARRA Members

The Asphalt Recycling and Reclaiming Association held its annual fall Semi-Annual meeting at the Palace Station Hotel & Casino in Las Vegas during the last week in October. This was another worthwhile gathering that successfully mixed Association business and informative speaking sessions into the busy two day schedule. There were active sessions, fascinating speakers, and good question-and-answer opportunities. This was yet another very successful Semi-Annual meeting.

In addition to General Sessions, all Technical Subcommittees met, as did the Supplier Members, the Board of Directors and the CORE Executive Committee. On the second day, the speakers program featured multiple presentations, which seminar was entitled Trends in Technology & Applications. Once again, attendees were presented with cutting edge ideas and techniques, by literally the best in the business.

Notable presentations included: the Nevada DOT Recycling Program – how far it has evolved, FHWA's Recycling Initiatives, Recycling – A Key Component in a Pavement Preservation Program, Pavement Rehabilitation Selection Criteria, New Technologies and R&D Opportunities, the Denver Hot In-Place Recycling Program, Maine DOT's In-Place Recycling with Expanded Asphalt, Emulsions & Cement, Innovative Cold Planing Applications, CIR Projects in Idaho, and Texas Likes Deep Recycling.

A big Thank You, to the eleven generous Supplier Members, who co-hosted the evening reception held at Palace Station Hotel & Casino, during ARRA's Semi-Annual Meeting. ■

RECEPTION SPONSORS

ARRA extends sincerest thanks and appreciation to the Supplier Members listed below who were co-hosts for the evening reception of the Semi-Annual Meeting in Las Vegas.

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Las Vegas a City of Many Charms

With the educational and truly worthwhile ARRA Semi-Annual Meeting still fresh in everyone's minds, it seemed appropriate to include some of the interesting sidebar information that makes the Las Vegas location as popular as it is. Here are some interesting factoids about that unique city.

- On April 3, 1941, the \$425,000, western-themed El Rancho Vegas opened on 66 acres as the first hotel/casino resort on Highway 91, on what would become the most glamorous roadway in the world — the Las Vegas Strip. The Golden Gate hotel and casino in downtown is the oldest hotel in Las Vegas (1906).
- Las Vegas Boulevard South, which is the actual street where "the Strip" is located, has had several names. It started as the Arrowhead Highway, then it was changed to Salt Lake Highway, Route 91, Los Angeles Highway, and finally Las Vegas Boulevard South.
- The MGM Grand is one of the world's largest hotel/casinos, with more than 5,000 rooms. It would take a person 13 years and eight months to sleep in every one of them.
- In 1953, the New York Times stated there were 1,800 hotel rooms on the Strip and the average stay was three days. A first-class hotel charged \$7.50 a day, a motel, \$3.00.
- In 2001, there were more than 123,000 hotel rooms, the average nightly stay is 3.7 nights, and the average cost of a room night was \$74.
- In the early days of the strip, slot machines were initially a diversion for the women companions of male gamblers who were busy at the tables. Now slot machines typically earn 60% of a casino's take.
- Howard Hughes stayed at the Desert Inn so long that the owners asked him to leave. He offered to buy the hotel and the owners sold, thus beginning his casino buying spree. He is often credited with bringing corporate legitimacy to gaming interests.
- The lights were dimmed on the Strip when Frank Sinatra and President Kennedy died (on September 14, 2001, Las Vegas Hilton, Caesars Palace, Flamingo, Paris, and Bally's were dimmed, and parts of the resorts went dark in memory of the September 11, 2001 terrorist attacks).
- It has been reported that there are 15,000 miles of neon tubing on the Strip and Downtown combined. The area has more than 60 golf courses.
- A 21-year-old cocktail waitress or a valet can make three times as much annually as someone with a college degree in a middle-level professional job.

Summary - ARRA Board of Directors Meeting

Palace Station Hotel – Las Vegas, Nevada

Monday, October 28, 2002

PRESIDENT'S REMARKS: There being a quorum present, President Mike Polak called the meeting to order and reminded the Board to pay strict attention to the ARRA Anti-Trust policy statement. He thanked all present for their time during their busy late-season schedules.

REVIEW BOARD MEETING AGENDA & SCHEDULE:

Executive Director Mike Krissoff briefly reviewed the agenda for the Board meeting, noting that important discussion points would include both the Semi-Annual, and Annual Meetings, and scheduling of future meetings. He noted that special effort should be made to thank the sponsors of this Semi-Annual Meeting.

MEMBERSHIP REPORT: The membership report for the period January 1 - October 10, 2002, reflects 64 Contractor members, 27 Supplier members, 62 Affiliate members, 14 Honorary members, for a total of 167 members.

TREASURER'S REPORT: The Board reviewed and approved the 2003 Proposed Budget. BARM inventories were discussed, as well as planned exhibition venues and dates.

GENERAL COUNSEL'S REPORT: Jeff Moreno, of the Washington offices of Thompson Hine LLP, briefed the Board on various federal government and legislative issues. On October 1st, the White House Office of Management and the Budget reduced highway funding, but this initiative has been re-approved. In recent elections, several supporters of highway funding have won their primaries. Approval for the ARRA trademark is forthcoming.

PROMOTION COMMITTEE REPORT: ARRA's successful showing at the September meeting of APWA was reviewed, as well as planned showing at America Recycles Day, at the State Department in Washington, DC, in November, 2002. The Association will exhibit at World of Asphalt, in March, 2003, and will have speaking time, for coverage of

an ARRA overview and the BARM. The trade show exhibit booth will also go to NACE, in Biloxi, in late March, 2003, AASHTO in Duluth, MN, in July, 2003, and APWA in San Diego, in September, 2003.

COMMITTEE ON RECYCLING EDUCATION REPORT:

PowerPoint presentations for each of ARRA's technical disciplines will be introduced at the Annual Meeting in February. Progress on this initiative was discussed, as was progress on new promotional brochures ARRA will be publishing. The issue of proper abbreviation usage in various publications was discussed, and a report was given on ARRA's now-annual speaking appearance at the Wright Patterson AFB in Dayton, OH, held each summer.

SUPPLIER MEMBERS COMMITTEE REPORT: The Board refined its discussion of planned exhibition opportunities. It is important to provide excellent value to members, not limited to trade show appearances. Polak reminded the Board of the need to ask for help in recruiting new members, and the Board discussed the general benefit to all in the industry, of finding and serving members.

FOUNDATION for PAVEMENT PRESERVATION REPORT: The Board discussed the National Center for Pavement Preservation, and news that Larry Galehouse from the Michigan DOT will be the director, with David Smiley as the tech engineer. The center will operate under the Department of Civil and Environmental Engineering, at Michigan State University. Funding has been secured, and that entity will be up and running shortly.

NEXT MEETING: The next regularly scheduled meeting of the Board of Directors will be at 8am, Wednesday, February 19th, 2003, at the Bahia Mar Beach Resort, in Fort Lauderdale, Florida, in conjunction with ARRA's 27th Annual Meeting. ■

ARRA Wows 'Em in KC

And YOU Helped, Thanks

A big thanks to all the willing ARRA member volunteers who showed up to help staff the Association's trade show display at the APWA's International Public Works Congress and Exposition, held in Kansas City, MO, in late September. Among others who gave willing assistance, Cutler Repaving sent Bob Hall and Lyle Smith, Martec Recycling sent Deborah Chatterton and Laleh Salehi, and Superior Bowen scheduled Dan Walsh. Special thanks for true yeoman's work, to Todd Thomas of Koch, who worked a full shift on the final day of the show, then stuck around to help with break-down, pack-up, and put-away.

The APWA (American Public Works Association) annual was big in many ways, this year, and your Board of Directors decided early on that this would be a good ARRA display oppor-

tunity. Over 400 exhibitors were spread out over more than 100,000 square feet of floor space at the KC Convention Center, downtown. More than 7,400 registered attendees constituted a six-percent increase in quality traffic, and – this is the significant part – ARRA publications were distributed to quality prospects. And that's the idea.

Keynote speaker at the event, ex-NASA engineer Homer Hickam, Jr., fired up the convention with talk of dreams and perseverance. Hickam served in Vietnam during the Tet Offensive, and went on to become an aerospace engineer with NASA, and author of the bestselling book, *Rocket Boys*, which was later made into the 1999 film, *October Sky*. ■

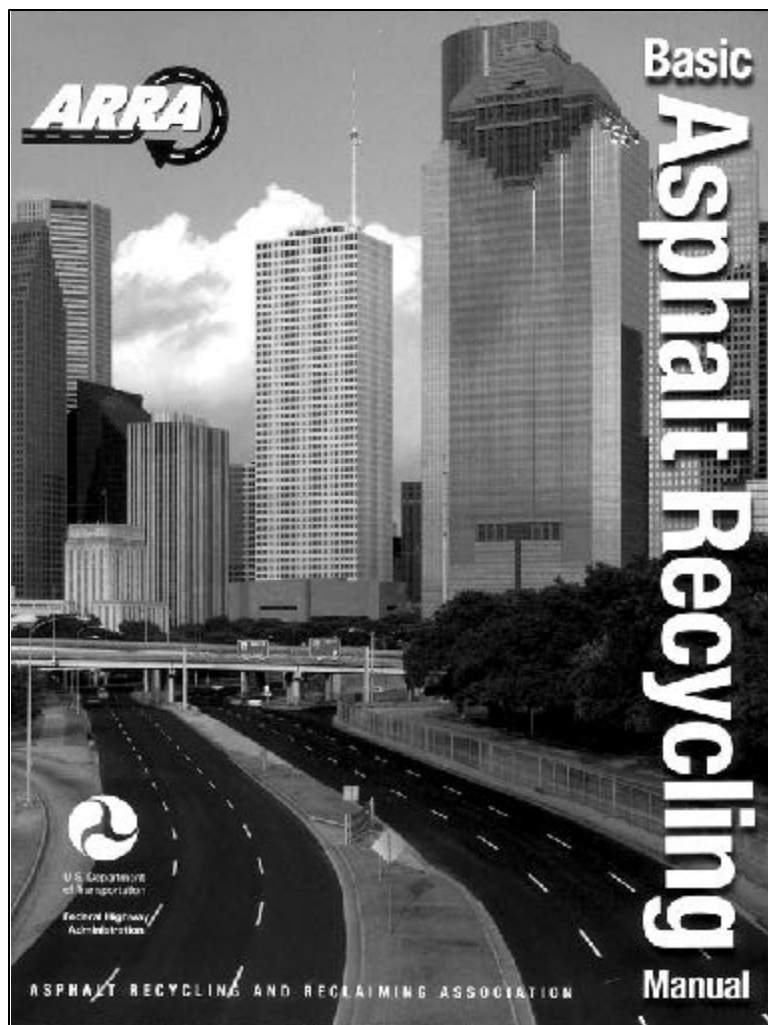
FP2 News

After the autumn newsletter went to press, ARRA Headquarters received the following brief memo from Bill Ballou, President of the Foundation for Pavement Preservation. The National Center for Pavement Preservation to which he refers is most significant news on the P2 front, and for all of us in the industry. Stay tuned.

I want to inform all of you faithful contributors to the Foundation that we have the contract in hand from Michigan State University for the "National Center for Pavement Preservation." The Center is expected to be (up and running) on November 1, (2002)..." I hope all of you will join me in wishing Director Larry Galehouse success in this new endeavor. I know you are as excited about this major step forward for our industry as the FP2 Directors are.

1. Sustaining funding has been authorized.
2. Mr. Larry Galehouse, PE., is expected to take up residence on December 1 as Center Director.
3. Mr. David Smiley, PE. will be technical engineer assisting.
4. Housing for the Center has been secured.
5. The Center will operate under the Dept. of Civil and Environmental Engineering...

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News of Pavement Preservation ETG Meeting

The activities of the Pavement Preservation ETG (Expert Task Group) are newsworthy to all in this industry, particularly in light of the strong supporting relationship between ARRA and the Foundation for Pavement Preservation (FP²). As mentioned in Notes from Headquarters in this issue of ARRA Report, the ETG met on September 8th in Whitefish, MT. Participants included Jim Sorenson, Keith Herbold, and Julie Trunk (FHWA), Bill Ballou and Melinda Bridges (FP²), Larry Galehouse (MIDOT), Steve Varnedoe (NCDOT), Gary Hildebrand (CPPA), Jim Moulthrop, Dave Peshkin, Todd Thomas, Luis Rodriguez, and many others.

The meeting produced a consolidated Strategic Plan for the Group, as well as progress on a number of agenda issues: the FHWA

International Scouting Tour, State Survey on the use of Federal Funds for Preservation, Research Problem Statements and Tracking System, Midwestern Pavement Preservation Partnership, Glossary of (Pavement Preservation) Terms, Transportation Curriculum Coordination Council (TCCC), College Preventive Maintenance Course, and the ongoing NHI Training Courses.

The next meeting of the Pavement Preservation ETG will be held in conjunction with the CCS Association meeting in San Diego, CA, January 29-31, 2003. ■

Workshop Draws Experts To Minnesota

Nearly fifty state and local pavement preservation practitioners got an inside look at the use of sealers, rejuvenators and binders at the "Ensuring Pavement Preservation through the Use of Emulsified Sealers and Rejuvenators Workshop," held in Bloomington, MN, late in the summer. Sponsored by the Foundation for Pavement Preservation (FP²), the workshop was part of the Foundation's ongoing, five-year Sealer/Binder/Rejuvenator Study to evaluate the effectiveness of spray-applied, emulsified pavement treatments.

Coursework consisted of a classroom technical session, followed by a field trip to a low-volume road in southern Minnesota, where a variety of surface treatments was placed as part of FP²'s study.

Sealers, rejuvenators and binders are important to pavement professionals because of their ability to protect oxidized asphalt surfaces, or actually penetrate and rejuvenate them. Since minimal quantitative data exist to develop design procedures for application, or to determine the cost effectiveness of specific

applications, the Federal Highway Administration (FHWA) contracted with FP² to evaluate sealer/binder performance.

"FP² is interested in all types of pavement preservation," said Bill Ballou, FP² President. "In years past we've used sealers, binders, and rejuvenators in these light-type applications, but have never documented their performance with solid research. This is an opportunity for us to implement these light treatments in a research atmosphere in a variety of climates and situations."

This research is a public/private sector partnership. Although FHWA provides the significant share of research funding, the pavement preservation industry also contributes through the Foundation. FP² conducts the research through its partners and contractors.

For more information about the Foundation for Pavement Preservation, or the Sealer/Binder/Rejuvenator Study, visit FP²'s website at <http://fp2.org/research.htm>, or contact FP² by e-mail: info@fp2.org ■

Pavement Preservation Guide Released

Now Available on Request

The Foundation for Pavement Preservation (FP²), of which ARRA is an enthusiastic supporter, recently published its long-awaited "Pocket Guide to Asphalt Pavement Preservation." The publication, available free-of-charge, defines various pavement conditions and suggested treatments, provides a pavement rating form for field survey use, lists the benefits of the technology and practice of Pavement Preservation, and articulates the actual steps to follow in starting such a program.

Pavement Preservation is briefly defined as a planned system of treating pavements at the optimum time to maximize their useful life, thus enhancing pavement longevity at the lowest cost. Research has shown that for every dollar spent on pavement preservation, state departments of transportation save at least six dollars in future road rehabilitation and reconstruction costs — a phenomenal productivity ratio that deserves attention.

FP² and its public and private sector partners have explained that the key to optimized pavement life is the application of the "right treatment, to the right pavement, at the right time."

"The Pocket Guide will be of use to every state or local agency charged with managing and maintaining pavements," says FP² President Bill Ballou. "It is a quick guide to pavement preservation treatments and their use in the field." The brochure was adapted by Federal Highway Administration (FHWA) and FP² staff from a circular first developed by Koch Pavement Solutions, Wichita, KS.

For copies of the Pocket Guide to Asphalt Pavement Preservation, contact Melinda Bridges, Executive Director, Foundation for Pavement Preservation, 8201 Greensboro Drive, Suite 300, McLean, VA, 703-610-9036, fax 703-610-9000, e-mail: info@fp2.org ■

ARRA Co-hosts Annual TRB Hospitality Suite

In mid-January, the Transportation Research Board (TRB) held its 82nd annual meeting in Washington, DC, attracting to the nation's capital more than seven thousand attendees from all elements of the transportation industry.

The Foundation for Pavement Preservation (FP2), in co-sponsorship with ARRA, AEMA (the Asphalt Emulsion Manufacturers Association) and ISSA (the International Slurry Surfacing Association), on two consecutive evenings opened their annual Hospitality Suite at the Marriott Wardman Park, where the primary TRB meetings were located. Both evening events were well attended by various levels from within our business, as this event is recognized as an important occasion for interaction between meeting participants.

ARRA again took a high profile role with its sponsorship and members' participation in the Hospitality Suite. All ARRA members were invited to attend, and those in attendance again had opportunity to talk with counterparts and government officials at both state and federal levels. ARRA Past Presidents Brian Hansen (Dustrol) and John Rathbun (Cutler Repaving) attended, as well as ARRA General Counsel David Baker (Thompson, Hine LLP), ARRA member and AEMA President Bill O'Leary (Prime Materials & Supply), ARRA member and AEMA Vice President Myles McKemie (Ergon), and ARRA Executive Director Mike Krissoff.

FP2 is a pool-funded organization which promotes the increasingly popular economic concept of pavement preservation, making government and highway agencies and transportation officials aware of its advantages while sharing the best practices we have learned.

For more information about the Transportation Research Board and its 82nd annual meeting, go to the website at www.nationalacademies.org/trb



ARRA Past President Brian Hansen (Dustrol Inc.), Lisa Templeton (TRIP), and John Rathbun (Cutler Repaving)



ARRA Past President John Rathbun (Cutler Repaving) talks with ISSA President Chris Anspaugh (Strawser Inc.) and Jie Wang (Louisiana DOT). Wang received a BARM during the exchange



Jim Inda (Eurovia) and ARRA Past President John Rathbun (Cutler Repaving)



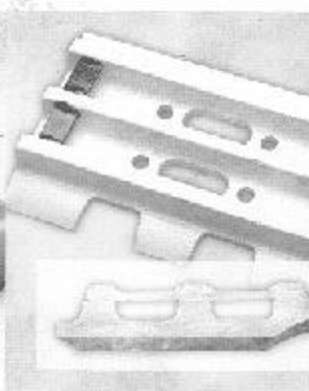
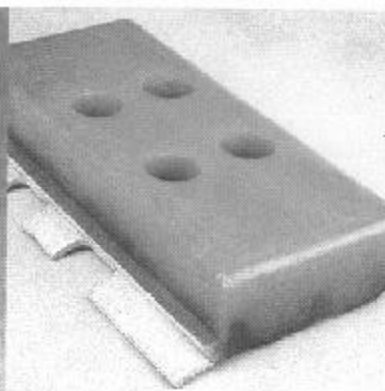
Emily McGraw (North Carolina DOT) meets FP2 Executive Director Melinda Bridges

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FHWA Workshop Introduces New Life-Cycle Cost Analysis Software

Reprinted from November, 2002, FOCUS, published by FHWA

With the introduction of the Federal Highway Administration's (FHWA) new life-cycle cost analysis (LCCA) software and an accompanying instructional workshop, highway agencies can now more quickly and easily calculate the life-cycle costs of pavement design alternatives. Developed by FHWA's Office of Asset Management through the intra-agency LCCA Developer's Group, the new software identifies cost differences between design alternatives, accounting for both initial and future agency and user costs. Each of the alternatives compared will provide the same level of service and performance.

To run the program, which performs both deterministic and probabilistic modeling, a user must enter the estimated costs for the initial construction and any future rehabilitation of the asset and the period of serviceability (i.e., time between construction and rehabilitation). The software also requires basic traffic data inputs such as annual average daily traffic, capacity, and hourly traffic distribution. The program automates FHWA's user cost methodology as well, which accounts for user costs incurred while work zones are set up. This methodology is described in Life-Cycle Cost Analysis in Pavement Design (Publication No. FHWA-SA-98-079). Both the user cost methodology and the new software have been adopted by the forthcoming American Association of State Highway and Transportation Officials' 2002 Design Guide as the way to perform LCCA.

The LCCA software runs in MS Excel 2000 and has an easy-to-navigate graphic user interface. The program produces both text and graphic outputs that can be exported for presentations. Users have the choice of working with either a spreadsheet or a form interface.

States can gain hands-on experience with the software at the new FHWA LCCA workshop, which presents the basics of how to conduct an LCCA and how to apply the results to pavement project design decisions. The workshop premiered on August 28-29, 2002, in Denver, Colorado. FHWA's LCCA Developer's Group, which includes representatives from the Office of Asset Management and FHWA's four Resource Centers, presented the workshop to the Colorado Department of Transportation (DOT), as well as representatives from the New Mexico, Wyoming, and Utah highway agencies.

"The course was well received and is very user friendly," says Jay Goldbaum, a Professional Engineer with the Colorado DOT. "We have a strong interest in Colorado in probabilistic life-cycle cost analysis and this was a great course for getting into that process. The hands-on aspects were particularly useful."

"We're already seeing high demand for this workshop," adds Tom Canick of FHWA. To date, Florida, Georgia, Indiana, Maryland, Minnesota, and Virginia have requested workshop sessions.

For more information on LCCA, to obtain a copy of the software, or to schedule the workshop, contact Tom Canick at FHWA, 202-366-4657 (email: tom.canick@fhwa.dot.gov). Copies of Life-Cycle Cost Analysis in Pavement Design can be obtained from the FHWA Research and Technology Report Center at 301-577-0818 (fax: 301-577-1421). ■

Selected Websites You Might Find Useful

ASTM-American Society for Testing and Materials	www.astm.org
AASHTO-American Association of State Highway and Transportation Officials	www.aashto.org
TRIS-Transportation Research Information Service	http://ntl.bts.gov/tris
RIP-Research In Progress	www.dcddata.com/trip/
NTL-National Transportation Library	www.bts.gov/ntl
U.S Dept. of Transportation-TASC Services	http://isweb.tasc.dot.gov/library
Northwestern Transportation Library	www.library.nwu.edu/transportation
TRB-Transportation Research Board	www.nas.edu
Asphalt Institute	www.asphaltinstitute.org
TTI-Texas Transportation Institute	http://tti.tamu.edu

The ASTM website has a browse section that allows the user to review all the titles and descriptions of the tests and procedures in their publications. Individual test procedures can also be purchased through this site.

News from American Highway Users Alliance

Condensed from Rules of the Road, published by AHUA

FHWA Sets New Streamlining Goals

The Federal Highway Administration (FHWA) has set specific goals for project planning completion. By September 2007, the median time frame for project reviews requiring an Environmental Impact Statement will be reduced from 4½ years to 3 years. For projects requiring Environmental Assessments, the agency goal is to shorten the average time period from 1½ years to 1 year. Under the proposal, all projects will be required to have established time schedules, and FHWA has set a goal that 90% of projects stay on schedule over the next five years. FHWA will be using new data-tracking systems to monitor progress.

Recently, in response to an executive order from President Bush, the Department of Transportation (DOT) has taken steps to streamline specific projects of regional or national significance. Environmental streamlining has been a top objective for highway administrator Mary Peters. Six of the first seven pilot projects on DOT's streamlining list are highway projects. The latest action by FHWA compliments the executive order and establishes improvement goals for projects across-the-board, thus ensuring that the move to expedite project delivery will be systemic and enforced for projects large and small.

November Ballot Results — Selected Transportation-related State Ballot Initiatives:

Voters in Alaska passed a \$226.7 million package for roads and other transportation projects, of which \$102.8 million was in Guaranteed Transportation Revenue Anticipation bonds, and the remainder was in general-obligation bonds.

Rhode Island voters approved a \$63.5 million bond issue to

help fund a wide variety of transportation projects. Approval of Question 3 will allow the state DOT to match federal funds and provide direct funding for improvements to the state's highways, roads and bridges, as well as replace and repair maintenance facilities, and purchase or repair buses for the state public transit authority.

Voters in Maine came out to support a constitutional amendment that would allow the state to issue short-term debt in limited amounts that must be repaid with federal transportation funds within one year. The funding would be used to aid the development of highways, bridges and other transportation projects.

Californians overwhelmingly rejected a controversial ballot initiative that would have dedicated 30 percent of sales and use tax revenue from motor vehicle sales to a variety of transportation, environment and safety programs. Propositions 51, the Traffic Congestion Relief and Safe School Bus Trust, failed in all 58 counties, with 58.7 percent of voters casting "no" votes.

Utah voters rejected by a 60 percent margin a ballot measure that would have created a property tax exemption for private companies and individuals who purchase public assets including property involved in transportation projects and lease them back to the government.

In Oregon, one of the most progressive states, 64 percent of those voting in Sept. 17's special election expressed support for a 60-cents per pack increase on the cigarette tax. It will raise \$945,000 for cities, counties and elderly transportation services the first year and \$1.5 million each year after.

Charleston County, SC voters approved a measure that would increase the sales tax by a half-cent per dollar to build bridges and roads, purchase parkland and run the regional transit authority.

Californians voted to dedicate 30 percent of the state's tax on auto sales and leases to specific transportation projects.

In Hamilton County, OH, voters approved a half-cent county sales tax increase to pay for a \$2.7 billion transportation plan.

Northern Virginia voters approved an increase of a half-cent per dollar in the sales tax to finance \$2.8 billion in road and transit projects.

Washington State voters approved a referendum for an increase of 9 cents per gallon in the gas tax, a one percent sales tax on vehicles, and an increase in the truck weight fee to finance highway, transit, ferry and other commuting improvements. ■

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Foamed RAP Makes the Grade in Louisiana

Reprinted from FOCUS, published by FHWA

Nearly 30 million tons of reclaimed asphalt pavement (RAP) are recycled into hot-mix asphalt pavements each year, saving taxpayers more than \$300 million annually. The Louisiana Transportation Research Center recently experimented with an alternative use for RAP that holds the promise of pushing those numbers even higher.

The experiment took place during the reconstruction of U.S. Highway 190 near Baton Rouge, Louisiana, in January 2002. The continuously reinforced concrete pavement design called for the removal of the existing pavement and the application of a lime treated subbase and 20 cm (8 in) of stone base. The LTRC experiment was designed to use RAP rather than stone as a base. By itself, RAP is not a qualified base material since its strength is not comparable to other base materials, especially stone. LTRC's solution was to pre-treat the RAP using a foamed asphalt design method created by Wirtgen America, Inc. This process combines hot asphalt and a small quantity of water in a mixing chamber to produce an asphalt foam that is then incorporated into the base material. Because the process uses less water than an emulsion-based mix, compaction can be started earlier.

Using a Wirtgen model K-150 pug mill mixer to mix the RAP with foamed asphalt cement and portland cement, LTRC created a foamed RAP with higher cohesion and triaxial strength based on lab tests.

It was important to maintain a minimum asphalt cement temperature of 160 °C (320 °F) at time of delivery and at least 150 °C (302 °F) during production. Maintaining these temperatures assures proper foaming of the asphalt and mixing in the field. The pug mill unloaded directly to the back of the trucks, with the mixing site less than a mile from the roadway. Optimum density was achieved by establishing the rolling pattern with a density gauge. For a State like Louisiana, which imports all its stone from out of State, this onsite delivery method of the RAP saves both time and money. The savings can amount to nearly \$2 for each ton of base when using foamed RAP.

The first 10 cm x 10 m x 330 m (4 in x 33 ft x 1000 ft) section of pavement was placed in one day with a conventional asphalt paver. The total thickness desired was 20 cm (8 in). The biggest problem encountered in constructing the project was the contractor's initial difficulty in compacting the longitudinal joints, but the contractor succeeded by placing the material full depth and width with a bulldozer prior to rolling, a method typically used in laying stone.

Although cores could not be obtained, LTRC performed a number of strength tests on both the foamed RAP base and

ARRA FUTURE MEETINGS

27th Annual Meeting
Radisson Bahia Mar Beach Resort
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28th Annual Meeting**
Loews Coronado Bay Resort
San Diego, California
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the adjacent stone base. In tests such as the falling weight deflectometer and dynamic cone penetrometer, the results for the foamed RAP equaled or exceeded those of the stone base.

For quality construction, the stockpile RAP moisture needs to be closely watched. The material's moisture content was monitored throughout the production process and the resulting levels were acceptable. Approximately 2.5 cm (1 in) of rain fell on the second day of construction but it did not have a detrimental effect on the compacted foamed RAP base. The effect of long-term exposure to moisture is yet to be determined. LTRC is continuing to monitor these effects.

Christopher Abadie of LTRC says, "Foamed RAP will create savings and reduce construction times in certain areas of the country and on certain projects." The Louisiana Department of Transportation and Development currently allows up to 20 percent use of RAP in its asphalt mixtures. However, since many reconstruction projects generate great quantities of RAP, using it as a base material on the same project can be more efficient than hauling it to a plant for use in asphalt mixtures.

Having successfully concluded the January experiment, LTRC is now looking for more projects that could benefit from the use of foamed RAP. For more information on the LTRC project, contact Christopher Abadie of LTRC, 225-767-9109 (fax: 225-767-9108; email: cabadie@dotd.state.la.us) or Michael Smith at the Federal Highway Administration's Southern Resource Center, 404-562-3694 (email: michael.smith@fhwa.dot.gov).



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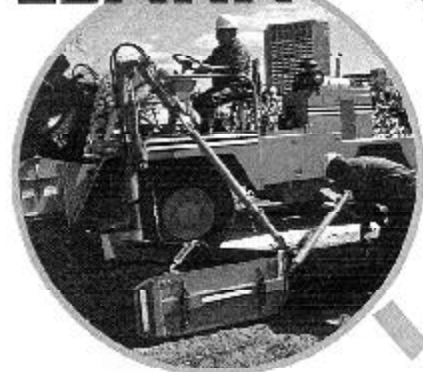
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Important Dates for ARRA Members

2003

Feb 19 - 22 **Radisson Bahia Mar**
ARRA 27th Annual Meeting **Ft. Lauderdale, FL**

Mar 19 - 22 **Renaissance Nashville**
AEMA 30th Annual Meeting **Nashville, TN**

Mar 17 - 20
World of Asphalt **Nashville, TN**
www.worldofasphalt.com/

Mar 23 - 24
NACE 2003 **Biloxi, MS**

2004

Feb 23 - 29 **Loews Coronado Bay**
AEMA-ARRA-ISSA **San Diego, CA**
Annual Meeting

Oct 28 - 31 **Omni Shoreham**
4th ISAET'04 **Washington, DC**
(International Symposium on
Asphalt Emulsion Technology)
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For more information on ARRA events, contact
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RS-325

Quotable Quotes

We've all been affected by the use of computers in office and home. ARRA headquarters had its own computer crashes this year – we felt your pain!! The Quotes entries in this issue, then, focus on these ubiquitous inanimate beasts that are oh so incredibly fast, but oh so astonishingly stupid.

The most overlooked advantage to owning computers is that if they foul up, there's no law against wacking them around a little.

Joe Martin, Porterfield

In all large corporations, there is a pervasive fear that someone, somewhere is having fun with a computer on company time. Networks help alleviate that fear.

John C. Dvorak

There is no reason for any individual to have a computer in his home.

Ken Olsen, President, Digital Equipment, 1977

If you put tomfoolery into a computer, nothing comes out of it but tomfoolery. But this tomfoolery, having passed through a very expensive machine, is somehow enobled and no-one dares criticize it.

Pierre Gallois

If the automobile had followed the same development cycle as the computer, a Rolls-Royce would today cost \$100, get a million miles per gallon, and explode once a year, killing everyone inside.

Robert X. Cringely, InfoWorld magazine

Part of the inhumanity of the computer is that, once it is competently programmed and working smoothly, it is completely honest.

Isaac Asimov (1920 - 1992)

Imagine that every Thursday your shoes exploded if you tied them the usual way. This happens to us all the time with computers, and nobody even thinks of complaining.

Jeff Raskin, interviewed in Doctor Dobb's Journal

If Ya Don't Get It...

(There May Be A Reason)

Fred Miller, Editor

Indisputably, e-mail has changed the way we communicate, and in ways few of us anticipated. The technology is more than merely "letter strings at the speed of light." Obviously it's fast, and "free" in terms of item cost; and when used well, e-mail allows rapid decision-making that transcends both geography and real-time conferencing issues (i.e., we don't all have to be available for a "conference" at the same time).

Of course, the issue of "storage" is a double-edged sword. I can go back and easily, and inexpensively, find a copy of precisely what you sent me in, say, June of last year. I can copy it, print it, forward it, whatever serves our purposes. It occupies only virtual space, and costs almost nothing to store. While sheer volume can be a problem, that's fodder for another column.

As ARRA Executive Director Mike Krissoff is fond of saying, "You don't know what you don't know." Which, as foolishly obvious as it sounds, is to say that if you don't receive – or realize that you received — an e-mail from me, you won't know that I sent it. Which can make for inefficiencies, and miscommunication, and expensively missed opportunities, and worse. What gets written sometimes doesn't get read. Fortunately, this doesn't happen very often; but it can.

There's also a possible subset: Many of us use Microsoft Outlook to manage literally thousands of e-mails. You should note with caution that one "feature" of this application is called "Rules," whereby an incoming message may be automatically moved to some folder OTHER THAN YOUR INBOX. If you don't know how to manage Rules, find someone in your office who can help or explain it. It's a powerful tool, but can lead you to think you haven't received a message that is in fact quietly residing where you can't see it. And all the while, I'm thinking you've decided not to respond to my invitation for Saturday afternoon. Which can make for misunderstandings of Shakespearean proportions... ■

Speaking the Same Language?

It is the nature of abbreviations that what is intended to promote understanding sometimes generates confusion, instead. ARRA's several disciplines are self-descriptive in their names, but can be simplified by use of their initials, only if used consistently. We reprint a list of them, here, just so everyone is reading from the same page. These are used by ARRA, and FHWA.

Cold In-Place Recycling	CIR
Cold Planing	CP
Full Depth Reclamation	FDR
Hot In-Place Recycling	HIR (not HIP)

Remember that clarity is good for business. Confusion isn't.

that message is indeed getting out and being spread far and wide.

The drive into Washington went well, with Fred negotiating a lot of back streets and short cuts during the city's busy morning rush hour. After finding the State Department, we were turned away to find parking elsewhere. We were lucky, at that hour, to locate an available space only four or five blocks away. Carting the ARRA trade show display in its two crates, plus the box full of our brochures and publications, through the middle of downtown Washington on a cold morning was a new and challenging experience.

The next hurdle was security, and let me tell you there was plenty of that. The United States Department of State, ahem, in this day and age, takes issues of Security very, VERY seriously, as you may well understand. After getting down to my shirt and pants (no shoes, no belt, no tie, no jacket, no wallet, no kidding, so all of that lay on a table), I looked at the security lady and exclaimed that my pants must be next to come off. Lucky for me – and her — she laughed and told me I was clear.

The show ran only four hours, start to finish. Fred and I quickly set up the booth, then spent the period with an armed guard stationed at a nearby entrance. I still believe he was watching the door and not Fred. But seriously, I do think this was time well spent promoting our cause.

I never realized that accepting the ARRA presidency meant one automatically becomes an author. In less than a year I have written four times for Asphalt Contractor magazine, three times for the ARRA newsletter, once for Better Roads, and now an article for Pavement magazine. I'm sure that all the Past Presidents had differing experiences with their terms of office, and I strongly believe none of them were fully aware of what they were about to experience during their terms.

One of the most frequent comments we hear from ARRA members is, "What is the organization doing for me?" Know that we try at every opportunity to keep you up to date — hence my long-winded reference to our Washington excursion. A great deal of information on this association and its accomplishments, the future of this business, and many other items of interest were run in the last newsletter. And this organ is but one of the many benefits of membership.

About a year ago we were asked to participate in the preparation of a NAPA training cd. Wow, what's NAPA going to do for us? we asked ourselves. Well two of our members did send case stories and explanations of processes to David E. Newcomb, P.E., Ph.D., Vice President Research & Technology NAPA, and his assistant Stephen T. Muench, University of Washington, Department of Engineering.

About a week ago in the mail I received a cd and a thank you letter from Dr. Newcomb. I opened the cd to find references to those projects, and not merely a sentence or even a paragraph, but a full scale description of ARRA's multiple disciplines, with photos about FDR, CIR and HIR projects. Hit the

icon with Breneman (my employer), for example, and if you're also connected to the Internet, you'll immediately hookup to the website. Really impressive. To me, it's great publicity for our Association and for my company.

I truly believe that members need to do more of this type of publicity. Everyone who undergoes training using this cd, whether they are contractors, municipal or State and Federal employees, will be exposed. What better means is there of getting the word out about Recycling? Most of us as members of ARRA are not sales people (unless you are one of our great supplier members). Rather, we are in construction, generally. But every one of us is in marketing — this means you, too. We can go out and market a concept, we can create a demand for our products, but we need to get out and do it. No one is going to come to us and help us find work. And the reason we're included on that NAPA cd is because we acted and made sure we sent the necessary information.

Next time there is a need for items and information on processes, or an editor's request for a short article, make sure you respond. When another organization endorses your product, it gives priceless credibility and publicity to your organization and to our industry. And, have you thought about making the first move, writing to trade publications about what we do?

One other concern has been brought to my attention. When we market and eventually sell one of our processes, do make sure to give the customer the right processes for the right road. Make sure that a detailed pavement assessment is performed. Let's not Hot In-Place a project that should have been Cold In-Place Recycled. Even after the publication of the Basic Asphalt Recycling Manual (BARM), there is still confusion over what Cold In-Place Recycling is and what Full Depth Reclaiming is. They are not the same and should not be confused with each other. Unfortunately there are many non-members, and even some ARRA members too, that use the term Cold In-Place Recycling when actually referring to Full Depth Reclaiming. We as ARRA members have a duty to try to explain these differences to any agency that might specify using the wrong terminology, and correct any misunderstandings.

In closing, let me say that it has been a wonderful experience being your President during 2002. I do hope the organization has benefited from my efforts. There is no time more fitting to say THANK YOU and to wish you a Happy Holiday Season and a New Year of health, happiness and prosperity. I hope to see you all in Fort Lauderdale (February 19th – 22nd). We have a bang-up meeting planned, with a theme of "Catch The Wave." It signifies the support and popularity Asphalt Recycling is enjoying. This industry — and ARRA itself — is a rising stock; buy in early. ■

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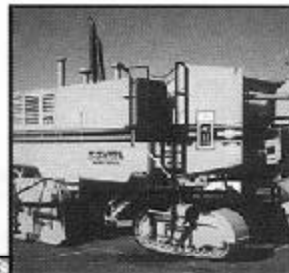


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Gorman Brothers, Inc., Albany, New York

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